

Date | Time: December 5, 2007
Chair: Brian Dougherty
Recorder: Evan Brown
Location: Seattle City Hall, L204

Distribution:

MEMBERS PRESENT

- Brian Dougherty
- Dongho Chang
- Evan Brown
- Ryan Dean
- Sean Ardussi
- Monica DeWald (SDOT)
- John Beaulaurier
- Deborah Kuznitz
- Rodney Rutherford
- Brian Lee
- Naomi Wilson
- Heather Reed Bioren

MEMBERS Absent

- TO BE COMPLETED

OTHER GUESTS

- Brian ?
- Gina Coffman, SDOT
- Michael Snyder
- Carol Mcman, SDOT Ped Bike Program
- Pete Lagerwey, SDOT
- Charles Smith, past board member
- John Todd, Greater Greenwood Bike Ped Coalition
- Howard Wu (SPAB)
- Ali Amiri, 519/South end project manager, WASHDOT
- John Fenedict, Civil Design Lead
- Mike Johnson, SDOT Major Project Program
- Rose Evonuk, 519 Project/South end project communications team

WELCOME & INTRODUCTIONS

- New members Ryan Dean and John Beaulaurier introduced

APPROVAL OF MINUTES

- October minutes
 - Sean recommends adding guest affiliation
 - Sean motions to approve, Naomi seconds

- All in favor, none opposed; minutes approved
- November minutes
 - Brian L. and Dongho's names merged and need to be separated
 - Change 'Google Dos' to 'Google Docs'
 - Under 'Information and News' -> 'Bike Master plan implementation update', change 'meting' to 'meeting'
 - Naomi motions to approve, Sean seconds
 - All in favor, none opposed; minutes approved
- Sean suggests capturing full names

INFORMATION AND NEWS

- Board Retreat
 - Deborah suggests establishing a date
 - Jan 5, 6, and 26 as options
 - Rodney not available on Jan 5
 - Rodney not available on Jan 6
 - Rodney and Naomi not available on Jan 26
 - Brian establishes Jan 5 as meeting date
 - 10:00a – 2:00p
 - Tentatively Beacon library as location, pizza as lunch
 - Tentative agenda
 - Selection of officers for coming year
 - Naomi suggests contributing agenda items via e-mail
 - Brian will post draft agenda in coming two weeks
- Pedestrian Advisory Board – Howard
 - Last month, Fremont group 'Friends' raised concern about people who commit suicide on Aurora bridge
 - Friends analyzed types of railing to prevent jumping
 - Had to consider architectural design of bridge, weight, structure, etc
 - No change to path, will still be accessible to peds
- Streetcar letter
 - Concerns are safety and extension of streetcar line
 - Request warning signs and clarification on installation of tracks in curb lane
 - Michael Snyder discusses Seattle Likes Bikes' planned protest ride on December 12
 - SLB wants warning signs
 - Feasibility of installing flange filler in existing track
 - Brian recommends addressing letter to Josh Steferson and cc: Grace Crunican
 - Naomi recommends cc: to other advocacy groups (Cascade, etc)
 - Ryan recommends posting letter to website
 - Heather mentions that there is a rubber filler on a section near Virginia
 - Sean recommends a bikeability tour in South Lake Union, with experiences to be included in letter
 - Naomi recommends holding retreat at REI to make SLU accessible
 - Action:
 - Sean to organize bikeability tour
 - No opposition to sending letter with concerns and report of bikeability findings
- Next month

- Barbara Hinkle, Thomas St overpass
- Monica DeWald
 - Directive from Mayor's Office requires SBAB behave similarly to other boards, beginning in January
 - Two excused absences/year
 - 8-10 hours/month devoted to Board issues
 - Those who can't meet requirements will be asked to resign position
 - Brian D. points out that SBAB's role has been elevated with passing of BMP.
 - Ryan points out that membership is a privilege, as evidenced by large number of applicants for recent vacancies

UPDATES & MILESTONES

- SDOT Ped/Bike Program
 - Pete Lagerwey
 - BMP passed
 - Goals of BMP: get more people biking and reduce crashes
 - Hasn't changed since June
 - 'Bicycle Project Prioritization Criteria'
 - Will be coming to SBAB regularly for suggestions/modifications to criteria
 - SDOT initially didn't want to wait for BMP to pass before designing bike facilities
 - Designed ~35 miles of bike lanes and sharrows
 - Installed 20 miles in 06-07
 - Goal for 08: 30 miles
 - Locations weren't scientifically chosen
 - Geographic balance considered
 - Criteria developed for 2008 with input from SBAB
 - Projects usually take 1-2 years, so some of 2008's projects are carryover from 2007
 - Projects started
 - College Way
 - Western Ave (rain delay)
 - Green Lake Way (Stone Way to Green Lake)
 - 24th (85% complete)
 - Admiral (rain delay)
 - 8th Ave NW
 - California
 - McClellan
 - Swift
 - Holly Park Dr. S
 - Magnolia Blvd W
 - Dexter (bike lane re-striping: wider, 5-ft lanes)
 - 15th Ave W
 - S Lander St
 - Some of the projects mentioned tonight may not be completed until as late as 2010
 - Gina Coffman
 - Distributed BMP Draft Project List
 - Process used to create BMP Draft Project List

- List generated by GIS systems; sorted by score
- ~20 miles can be completed in 2008
- Peter: 100pt spread; majority of projects were between 20-60 points
 - Suggests tweaking selection criteria to get a better spread of points
 - Longer corridors scored lower, shorter corridors scored higher (the neighborhood characteristics of longer corridors tends to make them score lower)
 - One criteria used was number of accidents in an area
 - Naomi wonders why geographic balance is important when choosing facilities
 - Peter cites being proactive and being inclusive
 - Michael Snyder wonders what criteria is used when choosing a bike lane versus a sharrow
 - Peter:
 - Bike lanes are first goal
 - If there isn't enough room, consider a bike lane on only one side (uphill given priority, with a sharrow on downhill)
 - Option 3 is sharrows
 - Peter says more consideration will be given to minimum widths of bike lanes in the future
 - Gina says there were ~5000 projects considered
 - Sean suggests that spread of points is low (20-60 range) for so many projects?
- What should route along Dexter be called (for signage purposes)
 - Brian L. suggests incorporating the trails origins (Downtown, Fremont)
 - Rodney suggests incorporating Shoreline's techniques (signage, maps at trail origin to help navigation)
- Peter
 - Asks attendees to complete survey on SDOT website about 'Watch for Bikes' sign on Dexter near Starbucks
 - Harvard Ave climbing lanes
 - Didn't score per established criteria
 - Accessibility gap between U District and Capitol Hill area
 - Neighborhood group contacted Pete about project
 - Wants to go forward with plan despite it not scoring
 - Brian D. wonders if Dexter re-striping will count towards reported new bike lane mileage
 - Brian D. also points out Georgetown sharrow that was not included on list
 - SDOT will return in January with a more complete list of projects, signals, signage, etc
 - Well-scoring projects may be coordinated with others for efficiency
- Alaskan Way Viaduct & Seawall Replacement Program (South end rebuild)
 - Update on status of project, revisions, etc
 - Ali Amiri, WSDOT Project Manager
 - Design has been revised and most (all, maybe) input from SBAB incorporated
 - Project schedule
 - Slight delay; mid-late January for completion of 30% submittal
 - Proceeding with contract plan preparation after 30% submittal
 - June 09 add date

- By June 08 hope to have design set to begin contract plan phase
- Cost-estimating validation workshop held to assess project schedule and cost
 - Results expected soon
- John Fenedict
 - Configuration plot from early September similar to current one
 - Not much changed; able to move forward with design
 - Revisions
 - North/south path has swapped location with railroad tail track
 - East/west Mountains to Sound trail
 - Roadway alignments adjusted to improve non-motorized path through corridor
 - Still far from ideal, but less circuitous
 - Better visibility for non-motorized traffic
 - Additional bike lanes along northbound and southbound Alaskan Way
 - Bike lanes along Royal Brougham
 - Progress
 - Focusing on input from urban designer
 - Latest plans
 - Potential green space could be provided
 - Separation of roadways
 - This opens up two corridors (on east and west side of project)
 - Possibility for paved bike path and landscaping areas
 - 10ft paved, 2ft gravel shoulder for path
 - Does not impact mixed-use areas or bike lanes
 - Constraints
 - Existing property and right-of-way
 - Working with port to insure impact to their operations are minimized
 - Major utility infrastructure (substations)
 - Ryan wonders if proposed changes will lead to net improvements to area
 - It is an improvement in that roadway alignment allows right-angle as opposed to skewed crossings
 - From a safety perspective, trail system is accessible and bypasses tail tracks
- Mike Johnson (SDOT)
 - Travel to stadiums is improved because no tracks need to be crossed when coming from central waterfront (track crossing is required when coming from Mountains to Sound trail)
 - Tunnel exists because 519 is shutdown every time a train crosses
 - Provides uninterrupted access
 - Next steps
 - South end team happy to come back
 - Brian D. suggests returning in 3-4 months
 - Monica points out that Mike and Peter Lagerwey work together

ADDITIONAL BUSINESS

- Next meeting is January 2

- Will DPD be asked to report to board?
 - Sometime in beginning of new year
- 520 bridge replacement status
 - Dongho recommends getting update.

MEETING ADJOURNMENT

- Brian adjourns at 8:04p